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HONGKONG, THURSDAY, SEPTEMBER 1, 1921.

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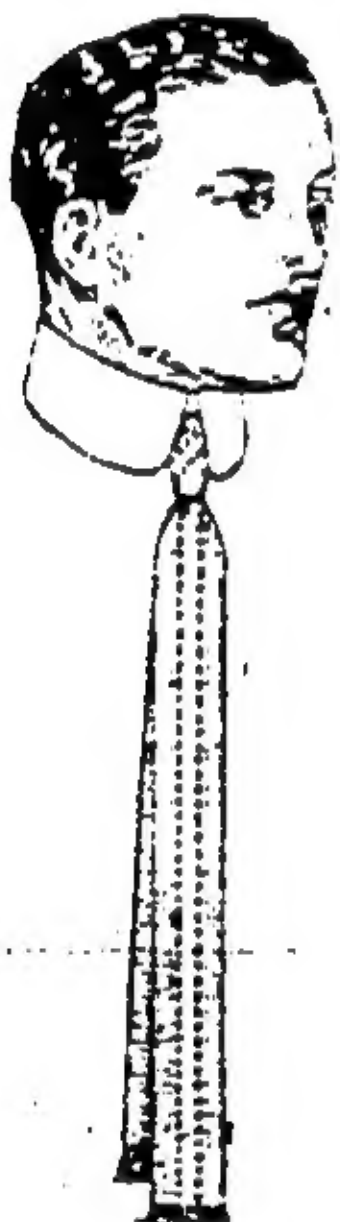
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TO-DAY'S CABLES.

(Reader's Service to the China Mail)

BELFAST BATTLE CLIMAX

GUNMEN HOLD CENTRE OF CITY FOR HOURS.

MILITARY TAKE CHARGE.

LONDON, August 31.

The battle in Belfast, which has been proceeding with brief intervals since Monday, culminated to-day when gunmen held the centre of the city for hours. Thirty persons were sent to hospital for injuries in the morning, four of whom died. Shooting was renewed at noon, the gunmen advancing boldly into the open and firing indiscriminately. Volleys took place down the principal street, Royal Avenue. There were continuous duels between police in covered cars and the gunmen. Ambulances and motor cars were very busy in carrying the victims to the hospitals. The centre of the city was panic-stricken and business was suspended.

It is estimated that eleven persons have been killed and 74 injured since Monday.

LONDON, August 31.

In response to the Lord Mayor's appeal for additional protection the military took charge of the situation in Belfast this afternoon.

MORE FATAL SHOOTING.

One man was killed and many wounded during two hours' shooting in the streets of Belfast this morning on the workers proceeding to the ship yards.

LATER.

The Belfast casualties are now 14 killed and over a hundred wounded.

FAMINE RELIEF WORK

MANY NATIONS REPRESENTED ON INTERNATIONAL COMMITTEE.

PARIS, August 31.

The international commission of relief in the Russian famine has decided to send a sub-commission to Russia to ascertain the needs of the population. It will consist of one representative each from France, Britain, Italy, Belgium, Japan, and America. A second sub-commission will be appointed to co-ordinate voluntary efforts.

AMERICAN REPRESENTATIVE'S POSITION.

PARIS, August 31.

Mr. Brown, representative of the United States on the international commission for relief in Russia, has announced his inability to submit to a central allied authority like the commission and that he would only co-operate in the famine area itself, reserving liberty of action in the administration of relief.

DISARMAMENT CONFERENCE.

AMERICA DISFAVOURS SOUTH CHINA'S PRESSING APPLICATION.

LONDON, August 31.

Advices from Washington indicate that the pressing application of South China to be admitted to the disarmament conference is not likely to find favour with the American administration which is disposed only to recognise an established government.

GERMAN REPUBLICAN DEMONSTRATION.

REMARKABLE DISCIPLINE PRESERVED IN BERLIN.

BERLIN, August 31.

Remarkable discipline was preserved on the occasion of the demonstration of loyalty to the republic. Two hundred thousand people assembled at the Lustgarten which was dotted with republican red flags. The confidence of the authorities who left the maintenance of order to the organisers of the demonstration was amply justified. The throng listened to numerous orators without the slightest disturbance.

INTERNATIONAL LAW ASSOCIATION.

MARITIME LAW AND BILLS OF LADING DISCUSSED.

THE HAGUE, August 31.

The conference of the international law association continued its proceedings at the Palace of Peace, dividing into three sections to discuss maritime law, the League of Nations, and the treatment of war prisoners respectively. The question of bills of lading was dealt with in the first-named section, while in the second the papers read included one on the Monroe Doctrine in relation to the Covenant of the League. The municipality of the Hague entertained the delegates in the evening at a concert and a great military tattoo.

INDIAN LAC INDUSTRY.

SMALL CESS ON EXPORTS TO FINANCE RESEARCH WORK.

SIMLA, August 31.

The Government has approved a proposal to impose small a cesson lac exports in order to finance research work in connection with the lac industry.

[Lac is a red resinous substance produced by an insect, *Coccus lacca*, mainly upon the banyan tree from which are made shellac, sealing wax, varnishes, dyes, etc.]

AIRSHIP SHED FIRED.

AMERICA'S LARGEST DIRIGIBLE DESTROYED.

NEW YORK, August 31.

A gasoline explosion set fire to an airship shed at the Rockaway naval station destroying Dirigible D-6, the largest American aircraft of its kind, also a kite balloon. One man was slightly injured.

POLAND AND THE LEAGUE.

GENEVA, August 31.

Poland has sent a message to the president of the council renouncing her intention of taking any advantage in the present case of the Covenant provisions permitting a member of the League to be represented on the council when matters affecting such member's interests are being discussed.

THE DOLLAR.

day's closing rate 2.8 1/8
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REAL HARD LUCK.

A PASSENGER'S DREADFUL EXPERIENCES.

One of the hardest luck stories the *China Mail* has had recently is told by a man now in Hongkong. He booked in Calcutta a first class passage to Hongkong on the steamer *Fook-sang*, paying £25, in return for which he was entitled to first class accommodation and the services of a fully qualified surgeon. The steamer carried an Indian doctor, who when this passenger went to him for treatment of a queer eruption that he had the secondary stage of a dreadful disease. He must not use the bath-rooms, saloons, etc., but be more or less isolated. Knowing that it was merely a perspiration rash, a sort of aggravated prickly heat, and not syphilis, Mr. A. B. appealed to the Captain, who, not unnaturally, preferred the opinion of the doctor. So as far as Penang the passenger was treated as an infectious case, with separate diet, and refused the usual accommodations. On August 6th they reached Penang, where the passenger hoped to convince the ship's doctor he had made a grave mistake. Alas! The Port Doctor, after the most cursory examination, confirmed his Indian colleague's diagnosis. They urged the passenger to leave the ship and go into Penang hospital. Indeed, Mr. A. B. says they "ordered" him to do so, and we can understand that they would wish to be rid of him. This point has to be mentioned because the ship's agent at Penang, who refunded part of the passage money, in writing to the head office of the management at Hongkong were careful to say that he "left the ship of his own accord," as if that were humanly likely. This was to oppose his request for the return of the whole of the passage money, which he says the Captain promised. Perhaps if he had been a better bluffer and demanded damages for insult and loss of reputation, owing to the mistaken diagnosis, he might have got more than he did. But this is to interrupt the story. Arrived at the Penang Hospital (a Government institution) he was scientifically examined by two European doctors, who certified that he had no such disease. Meanwhile, the *Fook-sang* had gone on. It costs money to stay several days in Penang, and the £10 refunded him by the Penang agents would not last long. They referred him to the Hongkong office for the balance, and wrote the letter before mentioned. When he reached here, the shipping office recognized no claim, and the legal firm to which his consul sent him advised him that he had none. Then he came to us, and we sent him to another lawyer, who also advised against legal proceedings. Incidentally, we have seen a certificate by our own Dr. Koch, which declares that the man shows no signs of the disease of which he was accused. It was clearly a case for compassionate consideration by Mr. R. Sutherland or somebody, for no man would care to suffer such an undeserved ordeal as this passenger has done. If the law cannot help him, as it seems it cannot, and those who could will not, it is indeed a case of hard luck.

COMING MARRIAGES.

PUISNE JUDGE TO WED.

The following forthcoming marriages have been announced:—

Mr. Justice J. R. Wood and Miss Gladys Frances Kember, of No. 153 The Peak.

Mr. L. V. Xavier, of No. 11, Ashley Road, Kowloon, and Miss Alzira Maria Alvarez, of No. 20, Ashley Road.

Mr. A. A. d'Azevedo, of No. 2, Bellios Terrace, Robinson Road, and Miss Lucilla Maria da Luz, of No. 2 Peace Avenue, Homuntin.

Perat revenue for 1920 amounted to \$37,681,352 as compared with \$36,181,719 in 1919. Imports rose from \$43 millions odd to nearly \$54 millions. Whilst sugar imports fell practically 30,000 piculs, the value increased just on a million dollars. Exports rose from \$124,732,232 to \$136,335,313.

BUSINESS NOTICES

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, SEPT. 1, 1921.

THAT OFFICIALS ARE
HUMAN.

"That officials are human can be demonstrated, but it is neither a compliment nor a justification. It seems that to human who is given power over others can stay decently human, he must become officially human, which means all the worst human characteristics of cantankerousness and spite. A Singapore Judge was recently very severe on the Colonial Secretary down there, you may remember. He made comments in the course of a judgment which indicated that the Colonial Secretary of the Straits Settlements had been, roughly putting it, behaving like a Bumble. Acting in the absence of the Governor, as chairman at the Legislative Council, the Colonial Secretary (a man called James) replied at great length to the judicial findings, excusing himself, and disingenuously explaining away (as we see it) some things that he could not deny. As the Government is not appealing, most people think this procedure was an improper re-trial of the case, with the sycophantic legislators as jury. It certainly is not good that a Legislature should belittle the work of the High Court of Justice. It was not good even for the official who had done wrong and been judicially approved for it, because it provoked a reply from the people he had tried wrong, a reply which shows him worse than ever. For example, in the course of his excuses to the Legislative Council (for public consumption) he said: 'It is stated that I threatened to deprive the [Eastern Shipping] Company of their Slipway Licence.'

This I absolutely deny. I pointed out to Mr. Oxenham [the Company's Secretary] in conversation, not at the meeting in question, that to the Government or to the Penang Harbour Board, which is the same thing, they owed the privileges of the Ferry Service and Slipway Licence, and for that reason it was all the more to be expected that they would realize their public duty to Government in a time of war. I may add that the Company has been since October 1918 in possession of both."

Very few people will be willing to believe that that reminder of benefits (to a company to which he was trying to dictate terms) was not a hint that what the Government gave (or sold) it could take away. The judge evidently thought so. Well, the Company, in answering the Colonial Secretary's self-excusing speech, gives the horrid facts, thus:

"With regard to the Slipway Licence the Colonial Secretary denies the threat and points to the fact that we still have the Licence. He omits to state that we were informed by the Penang Harbour Board by a letter dated 30th December, 1918 that our Licence, without which our Dockyard is practically useless, would probably not be renewed after the 31st May, 1919. We have reason to believe that this intimation was sent to us on direct orders from Singapore and was not considered by the Board. We protested and sent a Petition to H. E. the Governor and that is the reason why we are still in possession of the Slipway Licence."

That one exposure alone shows what his excuses and denials were worth, but we may as well take a look at a few others. He was trying to get these Chinese Shipping Company directors to agree to terms he proposed. He says himself that he "wired" previous to his arrival, to ascertain whether the Directors were British subjects or not." It is well

known that in that happy land any Chinese who is not a British subject can be banished, without trial, if any official should be displeased with him. He denies that his object was to deport them. That may be true. He should be asked if he had any idea of putting the fear into their minds of such an indignity. He says his "sole reason" was (if they were found to be British subjects) "to impress upon them what he thought was the duty of British subjects to the Empire in its hour of need," and this may be the answer to the question we have just suggested. If so, the Directors have a sufficiently neat retort, as follows:

Enquiries were made as to our nationality through the Chinese Protectorate the day before we met the Colonial Secretary and when he questioned us on the point in the presence of the Assistant Protector of Chinese the questions were certainly interpreted by us and apparently by all the others present, in the same sense as by the general public and we and our friends considered at the time that we had good reason to congratulate ourselves on the fact that we are all British subjects. We note however that these enquiries were intended as the foundation (a seriously elaborate one) for an appeal to a court of law."

As regards the appeal to our patriotism, we needed no reminder of our duty as British subjects. Our vessel were used for nine weeks and patrolling and we all in our private capacity contributed to War Loans, subscribed to War Bonds and did our best, according to our means and ability, to further the success of the Allied cause. In our capacity as Directors of the Eastern Shipping Company we are simply trustees for our shareholders and had we allowed our generosity towards the Empire to influence our attitude towards the Colonial Secretary's demands in a manner detrimental to the interests of these shareholders we should very properly have been called to account."

As regards other matters, they record their opinion "that the Colonial Secretary's memory has not served him faithfully." As to that, another little controversy in which he is simultaneously engaged throws some light. In a report to the Governor he had said that the Company's legal adviser was "rather insolent." The solicitor concerned has told what happened, and made it appear that the insolence was on the other leg, and that it was "withdrawn" by the Colonial Secretary.

Although, as he admitted himself, the Legislative Council had much to do that day, the Colonial Secretary's personal explanation took up a great deal of time, and several of the members wasted more by assuring him (and the public) that they believed he had acted with the best of motives, etc. One of them, who expressed sympathy with him "at being made the target for unfounded criticisms" (by the Judge!) is a partner of the lawyer who appeared for the Government in the action. We have read the "explanation" very carefully, and conclude that the strictures of the Chief Justice were well founded. Some of the aspersions he cast on the Directors in his after-trial defence aggravated his offence. He should have stuck to the disarming tone of the passage in which he said:

"I think however, that after all we are all human. Mistakes are bound to happen and if this it can be called a mistake—the only mistake that can be put to my debit during the time I have officiated as Colonial Secretary in this Colony. I trust that the work otherwise done will be placed in the balance."

Or, better still, he should have imitated the highly paid law officers of the Colony, who first of all advised him, and then kept out of court, leaving the taxpayers to pay the private practitioners. The Judicial strictures were as severe in their case as in that of the Colonial Secretary and they have maintained a masterly silence!

People who have tickets in the Bangkok lottery—which has been so long open that many had forgotten all about it—will be glad to learn that it is actually to be drawn on Sunday, September 25. They will be interested too to learn of the latest official announcement, which states that tickets unsold on the day of the drawing "shall all be presented to the Scouts Rifle Fund, as if they are sold to same; and the prizes won by those numbers presented shall be given to the Fund." When the last mail left Bangkok about 200,000 tickets remained unsold out of a million. The original announcement conveyed no hint as to this ingenious manner of disposing of unsold tickets and as the Scouts Rifle Fund is to get fifty per cent. of the lottery in any case—not the ten which is more usual—it stands to do very well indeed.

SPECIAL CABLE.

A SHANGHAI BANKRUPT.

MERCHANT LOSSES \$520,000.

BAD JUDGMENT AND EXCHANGE TO BLAME.

[China Mail Special.]

SHANGHAI, AUGUST 31.

Mr. Cecil Humphreys, merchant of Shanghai, yesterday underwent a public examination for bankruptcy, in the British Supreme Court before Judge Grain. The petitioning creditor was the Bank of China. Mr. P. W. Goldring represented the debtor. A statement of affairs places the assets at \$2,050 and the estimated liabilities at \$520,000. Mr. Humphreys attributed his losses to bad judgment, the tremendous fall in exchange, and general bad trade conditions. His original capital he said approximated \$150,000. The examination was adjourned.

LOCAL AND GENERAL.

One fatal case of cholera, Chinese, was reported yesterday.

The sale of a motor cycle by auction is advertised by Messrs. Hughes and Hough for to-morrow.

Mr. B. Tanner, Head Master of Queen's College, who has been Home on leave, returned to the Colony yesterday by the "Kamo-maru."

The 17th ordinary annual meeting of shareholders of Messrs. Wiseman Ltd. will be held at the Company's offices, No. 14 Des Voeux Road, Central, on September 14 at 12.30 p.m.

Mr. J. H. Taggart has been appointed Managing Director of the Hongkong Hotel Co. Ltd., Mr. H. N. Beaurepaire, Secretary, and Mr. E. W. Alderson, Sub Manager, effective from to-day.

Rural building, lot No. 175, adjoining Villa Miramere, Pokfulam, with an area of 37,100 sq. ft., has been sold to Mr. E. T. H. Runge for \$4,800. The upset price was \$2,226, or 6 cents a sq. ft.

A regulation made by the Governor substituting eight cents for five cents as the first class fare between Victoria and Hunghom was tabled at this afternoon's meeting of the Legislative Council.

The record of rainfall in the Botanic Gardens for August shows a total of 15.95 inches. The heaviest fall was on the 25th when 4.15 inches were recorded. The 8th is next with 3.40. No rain fell on 19 days.

Mr. Tse Tsan Tai sent the Harvard University a copy of his "Solution of 'The Dark Mystery of the East' and the Origin and Age of Ancient Human Bones in the Valley of Mexico City." They have accepted it, with the usual grateful acknowledgment.

Rates of postage payable on parcels for Mesopotamia, Koweit (Persian Gulf) and Abadan, Ahwaz and Mohammerah (Persia) sent via India will be as follows:—For a parcel not exceeding 3 lb. \$1.75, 7 lb. \$2.15, 11 lb. \$2.55, according to a regulation made by the Governor and tabled at this afternoon's meeting of the Legislative Council.

On account of the rapid advance of the troops of Wu Peifu, who is now bent on subduing Hunan, the forces of the various southern provinces—Yunnan, Kwangsi, Kweichow, Kwangtung and Szechuen—are now preparing to start a joint expedition to assist Hunan and Hupeh against Wu Peifu, whose troops recently broke down the embankment on the Yangtze River near Chungfup, and flooded the whole district behind the lines of the Hunan troops. The breaking of the embankment causing the water from the Yangtze to rush inland was responsible for the loss of nearly 10,000 lives and thousands of homes, says the *Canton Times*.

Sentence of six years' imprisonment at Timor was passed by the Macao Chief Justice on Carlos Jose Sequeira, a Portuguese subject convicted of forgery while employed as a book-keeper in the Hongkong branch of the Northwest Trading Co., Ltd. Accused was alleged to have forged the manager's signature for cheques totalling \$11,990. He was arrested in Macao. A number of witnesses from Hongkong attended; the Procurator of Macao conducted the case for the prosecution, and Mr. H. Nolasco defended. Mr. T. M. Hazlerigg (Assistant Crown Solicitor) watched the proceedings on behalf of the Hongkong Government. The sentence, which the judge said would have been one of twelve years but for extenuating circumstances, does not commence until it has been confirmed by the Portuguese authorities at Goa.

TO-DAY'S COUNCIL BILLS.

NEW LEGISLATION.

SEVERAL IMPORTANT AMENDMENTS.

A number of Bills providing new legislation and amendments to Ordinances already in force were introduced by the Hon. Attorney-General at this afternoon's meeting of the Legislative Council. The titles of the Bills are given below together with their respective objects and reasons:

LOAN LEGISLATION.

A Bill intitled an Ordinance to amend the General Loan and Inscribed Stock Ordinance, 1913.

OBJECTS AND REASONS.

This bill is introduced on instructions from the Secretary of State for the Colonies in order to bring our existing loan legislation into line with present day requirements.

PRAYA EAST RECLAMATION.

A Bill intitled an Ordinance to provide for the reclamation of the foreshore and sea bed off Praya East, Victoria, in the Colony of Hongkong.

OBJECTS AND REASONS.

1. The object of this bill is to legalise and to provide for the Praya East Reclamation Scheme.
2. It seems unnecessary to go into details because the bill represents the result of negotiations between the Government and the marine lot holders, and has been approved by the latter.
3. Power is taken in the bill to carry out all works which may be necessary for the purpose of constructing and completing the reclamation, e.g., altering streets, moving pipes and cables, running construction tramways, etc.

BILLS OF EXCHANGE.

A Bill intitled an Ordinance to amend further the Bills of Exchange Ordinance, 1885.

OBJECTS AND REASONS.

Paragraph (4) of section 72 of the Bills of Exchange Ordinance, 1885, provides that where a bill is drawn out of but payable in this Colony, and the sum payable is not expressed in the currency of this Colony, the amount shall, in the absence of some express stipulation, be calculated according to the rate of exchange for sight drafts at the place of payment on the day that the bill is payable. This paragraph was a copy of paragraph (4) of section 72 of the Bills of Exchange Act, 1882, 45 and 46 Vict. c. 61. It is not in accordance with the banking practice in this Colony. According to that practice the amount in Hongkong currency is calculated according to the rate of exchange on the actual date of payment. This seems reasonable, as exchange might vary considerably between the day when the bill was payable and the day when it was actually paid. The bill is intended to amend the Ordinance so as to agree with the local banking practice.

WARTIME ACTS.

INDEMNITY BILL.

Restricts legal proceedings for wartime deeds, and provides substituted remedies. Anything done then by officials "in good faith" is not to be actionable. But shipowners may claim compensation for ships requisitioned.

DEPORTATION ORDINANCE.

AMENDMENTS.

This Bill makes our 1917 Ordinance more up-to-date, vis-a-vis recent legislation at Home. Until this Bill passes, British subjects, as a rule, are safe from deportation. But now—"it is considered necessary to take power to deport any person whatsoever who, in the opinion of the Governor in Council, has acted or is about to act in a manner prejudicial to the public safety, etc."

TOBACCO ORDINANCE.

A Bill intitled an Ordinance to amend the Tobacco Ordinance, 1916.

OBJECTS AND REASONS.

1. The object of this bill is to amend the Tobacco Ordinance in certain respects where experience has shown it to be defective.
2. Clause 2 gives the Governor in Council a wider power of dealing with tobacco duties in anticipation of a resolution of the Legislative Council. The powers now conferred correspond with those entrusted to the Legislative Council by section 7 of the Ordinance.
3. Clause 3 provides that duty shall be paid on tobacco manufactured in the Colony which is removed into a bonded or licensed warehouse, before removal from such bonded or licensed warehouse.
4. The object of clause 4 is to prevent the smuggling of tobacco into the Colony by rail. As the law stands at present, it is possible for persons to bring tobacco into the Colony by rail from Chinese territory, and to evade detection by alighting with the tobacco at any of the stations before the Kowloon terminus. As long as they remain on the train and do not remove the tobacco from

GAMBLING RAID.

AND RENTS ORDINANCE.

A PECULIAR CASE.

There is a section in the Rents Ordinance which entitles a landlord to eject his tenant if he has proof that the tenant or anybody residing with him has been guilty of conduct which is a nuisance to the neighbours or has been convicted of conducting the place improperly.

Mr. E. C. Vaux relied on that provision when appearing before the Puisse Judge (Mr. J. R. Wood) in the Summary Court today to support a claim by Tam Cham Wo for the ejection of the Chi Sang Tong, a firm of medicine dealers, from a domestic tenement owned by him at 233 Hollywood Road.

Mr. Vaux explained that the defendants occupied the ground floor upon which a gambling raid was carried out by the police on August 1. Twelve men were arrested and at the Magistrate's next day they were charged in their absence with playing in a common gaming house.

The Judge: Were they convicted?
Mr. Vaux: No.
The Judge: Were they discharged?
Mr. Vaux: No.

The Judge: What then?
For answer Mr. Vaux handed up a document which disclosed that the defendant's bail had been estreated and that a sum of \$17.45 seized by the police had been confiscated.

Mr. Vaux contended that this should be regarded as a conviction for the purposes of the Ordinance but His Honour agreed with Mr. W. B. Hind, who appeared for the defence, that it should not. The Judge pointed out that Mr. Vaux had to show either that the tenant himself or somebody residing with him was before the Magistrate.

Mr. Vaux urged that if the 12 men arrested were using the place as a gambling house they were actually to that extent residing with the tenant.

The Judge: If I come and have dinner with you I am not residing with you.

Mr. Vaux: No but if you came to dinner and were convicted of some offence I think the law would look very severely on you. (Laughter).

Proceeding with his argument Mr. Vaux urged that if a place was used as a gaming house it was *ipso facto* a nuisance to the neighbours.

The Judge: Is it?
Mr. Hind: It might be construed as a gambling house for 50 years without there being any noise to complain of.

The Judge: Yes, a public nuisance is not necessarily a nuisance to a private person.

Mr. Vaux suggested that the landlord was really being penalised owing to a peculiar set of circumstances.

The Judge: If it was in the interest of your client to have a conviction recorded could he not even now go to the Magistrate and have the evidence taken and a conviction recorded in their absence?

Judgment was then entered for the defendants.
Mr. Hind asked the Judge not to take it that the defendants admitted that the premises were improperly conducted.

His Honour: The place for that issue to be tried out is the Police Court—not here. I am not making any statement on the merits of the case.

HEADLESS BATHER FOUND.

WAS HE A EUROPEAN?

STRANGE STORY FROM JUNK BAY.

A gruesome discovery is reported to have been made at Junk Bay on Monday afternoon by a party of bathers who were shocked to find the headless body of a European clothed only in a bathing suit floating in the water. It is stated that one arm was also missing.

A report was said to have been made to the police but enquiry at the Central Police Station this morning failed to trace any record of the matter. It was explained to a *China Mail* reporter, however, that this notwithstanding it was still quite possible that a report had been made verbally and that a police launch had been sent to investigate.

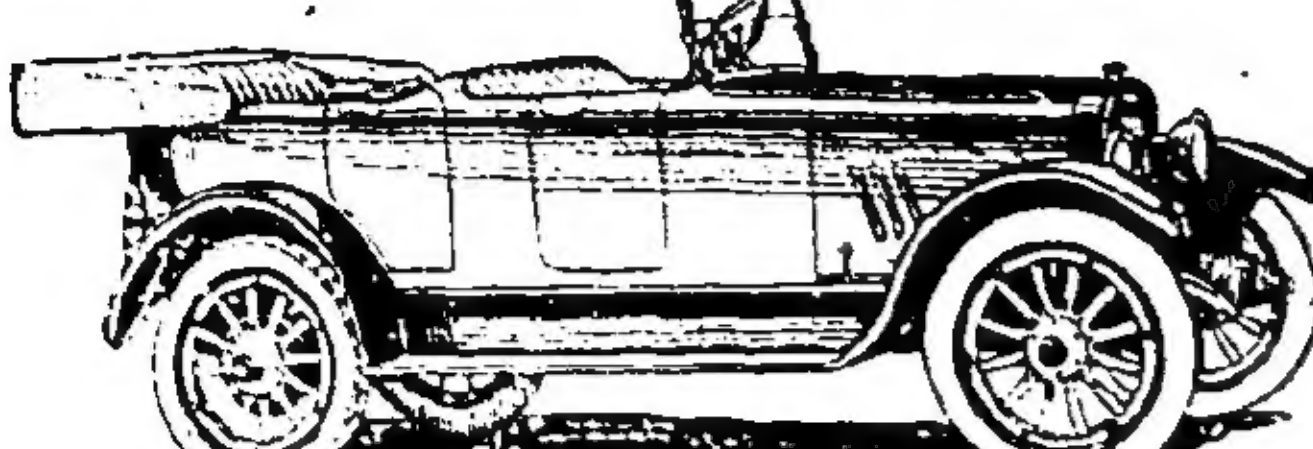
If the body was not found it was quite probable that an official report would not be entered.

While the truth of the story is strongly affirmed, a strange feature remains that no European has been reported missing.

The Bank of China moved into its new premises to-day, an imposing six-storied new building in Queen's Road Central, opposite the Anglo House. Mr. Tsuyee Pei, the local manager, was at home to friends and heads of all the other banks and European and Chinese houses to offer their congratulations. Vastly side by side outside and inside of people of many nationalities entering and leaving the new building presented a busy scene. Tsuyee Pei proved an excellent host and had a very busy time receiving his numerous visitors.

MERCURY MOTOR CAR

59-51 Des Voeux Road Central, HONGKONG.



LEGISLATIVE COUNCIL.

GOVERNMENT AND MILITARY LANDS.

MR. POLLOCK'S RESOLUTION CARRIED.

SUPPLEMENTARY CHARGES FOR 1920 \$1,457,784.

The first reading of a bill to authorise the appropriation of a supplementary sum of \$1,457,784 to defray charges for the year 1920 was moved by the Hon. Colonial Secretary at this afternoon's meeting of the Legislative Council. The agenda also included a number of bills introducing new legislation or amending Ordinances already in force, three resolutions by the Hon. Mr. H. E. Pollock, several questions by unofficial members, and a number of important financial minutes.

Those present were:— His Excellency the Governor (Sir Reginald Edward Stubbs, K.C.M.G.), H.E. the General Officer Commanding the Troops (Major-General Sir G.M. Kirkpatrick, K.C.B., K.C.S.I.), Hon. Mr. Claud Severn, C.M.G. (Colonial Secretary), Hon. Mr. J. H. Kemp, K.C., C.B.E. (Attorney-General), Hon. Mr. C. McL. Messer, O.B.E. (Colonial Treasurer), Hon. Mr. E. A. Irving (Director of Education), Hon. Mr. S. B. C. Ross (Secretary for Chinese Affairs), Hon. Mr. T. L. Perkins (Director of Public Works), Hon. Mr. H. E. Pollock, K.C. (Hon. Mr. P. H. Holyoak, Hon. Mr. Lau Chiu-pak, Hon. Mr. Ho Fook, Hon. Mr. H. W. Bird, Mr. S. B. B. McEllderry (Clerk of Councils).

The Hon. Colonial Secretary tabled the financial minutes and the report of the Finance Committee.

Rules made by the Governor regarding the diet of prisoners at Victoria Jail, the keeping of dogs, and the revision of postage rates on parcels posted in Hongkong for certain countries were also tabled.

MR. POLLOCK'S RESOLUTIONS. The Hon. Mr. H. E. Pollock K. C. moved:—

(1) That, in view of the shortage of European office and business accommodation in this Colony and in view of the rate of progress of sites for Chinese business premises in this Colony, it is imperative that the Military Establishments along the Queen's Road should be transferred from their present site in the centre of the City to some other site or at the earliest possible date.

(2) That, with a view to encourage the construction of new houses in this Colony, it is desirable for the Government to pass an Ordinance exempting, for 3 years after completion, from liability to pay rates, any new buildings, the plans for which may be sent in for the first time after the commencement of such Ordinance.

(3) That a Committee of three Members of this Council be appointed for the purpose of considering what measures can be taken.

(4) To facilitate the prompt acquisition by applicants of sites which they require.

(5) To facilitate the prompt passing of building plans.

In moving the first resolution standing in his name the Hon. Mr. Pollock K.C. said that he had previously drawn attention to the great shortage of office accommodation and to the increase of rates which had previously taken place. The subject was a very pressing and urgent one and there was a very strong wish on the part of the inhabitants of the Colony that this removal should take place.

The resolution was seconded by the Hon. P. H. Holyoak who said that the occupation by the military and naval authorities was an economic bar to the progress of the Colony. It was a problem which should be faced with a little more outward show of hurry than had been apparent in the past.

The military attitude to the question was explained by the G.O.C. (Sir G. M. Kirkpatrick) who said that the military authorities had no desire to impede the progress of the Colony so long as its military efficiency was

NEW EXCHANGE.

HONGKONG SHARE BROKERS' ASSOCIATION.

INAUGURATION THIS MORNING.

At noon this morning a large number of local share brokers and investors gathered at the premises in Ice House Street formerly occupied by Messrs. Moxon & Taylor, which now form the headquarters of the Hongkong Share-Brokers' Association.

The chairman (Mr. A. H. Carroll) in welcoming the guests pointed out that the new association was in no way antagonistic to the Hongkong Stock Exchange. Members of the new Association would meet at 10.30 each morning and publish the quotations so that there would be no question of cribbing. As a matter of fact the Hongkong Stock Exchange had been so long established that there was no need to crib anybody's rates. The new Association had been formed because it was felt that the business in Hongkong warranted two Associations. The Hongkong Stock Exchange was limited in its membership, which fact rendered the new exchange necessary. Again emphasizing that no antagonism existed, the chairman said the motto of the new Association would be "Play the Game." The chairman concluded by thanking the visitors for their attendance and asking them to drink to the success of the new Association. The toast was heartily received.

Mr. M. K. Lo, who is the legal adviser of the new Association, extended thanks to the Chairman for the hospitality. He said there was only one cloud on the horizon and that was an impending action. He hoped the new Association would be successful in its future activities and as its legal adviser, in the future action.

The opening day of the Association was marked by a promising amount of business, about \$80,000 worth of shares changing hands. The ceremony was attended by about two hundred persons and in addition the Chairman received cards from many others who were interested in the movement, among them being Sir Paul Chater, Hon. Mr. Lau Chiu Pak and Hon. Mr. Stephens of the Hongkong and Shanghai Bank.

not impaired. Barracks with all other accessories could not be built in a day. The rate of progress would depend upon the rapidity with which the Colony was able to meet its needs.

H.E. the Governor said he was not sure he entirely agreed with the G.O.C. and he thought that the circumstance under which the military authorities acquired their land might be usefully examined. The resolution was carried.

SUPPLEMENTARY CHARGES.

The Hon. Colonial Secretary moved the first reading of a Bill intituled: An Ordinance to authorize the Appropriation of a Supplementary Sum of \$1,457,784 to defray the charges of the year 1920. The draft of the Bill states:—It has become necessary to make further provision for the public service of the Colony for the year 1920, in addition to the charge upon the revenue of the Colony for the service of the year already provided for. The amount will be expended as follows:—

Governor	2,205.45
Colonial Secretary's Department and Legislature	3,181.13
Treasury	5,985.34
Harbour Master's Department	26,448.38
Royal Observatory	2,294.53
Miscellaneous Services	742,979.36
Judicial and Legal Departments	18,510.65
Police and Prison Departments	378,103.67
Medical Department	35,581.81
Sanitary Department	26,658.44
Botanical and Forestry Department	884.49
Education Department	60,464.55
Public Works, Recurrent	20,654.37
Kowloon-Canton Railway	29,496.68
Charitable Services	104,338.89
Total	\$1,457,787.74

COUNCIL QUESTIONS.

HARBOUR IMPROVEMENT.

SALE OF BUILDING SITES.

Questions regarding the sale of building sites in non-urban districts, the use of sea-water for flushing, and harbour improvement were asked at this afternoon's meeting of the Legislative Council. The questions with their respective answers are given below:—

The Hon. Mr. H. W. Bird asked:— With reference to applications for building sites in non-urban districts, will the Government, in fairness to the applicant who has frequently been put to considerable trouble and expense in selecting his site, consider the advisability of disposing of such sites by private treaty instead of by public auction?

Sales by private treaty are not infrequently effected in special cases but the Government is not prepared to abandon the general principle of sale by auction, that being as a rule the only method which ensures that the community obtains the full value of the land.

The Hon. Mr. H. E. Pollock, K.C. asked:— (1) Is not the Report of the Committee appointed to go into the question of the use of sea-water for flushing purposes now ready? If not, when will it be ready? When will such Report be published?

1. The report is printed and has been laid before the Council to-day. The Hon. Mr. Pollock also asked:— (2) What information can the Government give to the Council with regard to Sir Maurice Fitzmaurice's Report on the Improvement of the Harbour? Cannot the Government take steps to expedite the obtaining of such Report?

2. It is anticipated that no complete report can be received until the detailed information asked for by Sir Maurice Fitzmaurice has been obtained and forwarded to his firm. This information, which entails:— (a) a considerable number of borings in the bed of the Harbour, (b) additional soundings, (c) extended tidal observations, has rendered it necessary to engage additional staff and to indent for the necessary additional gear. One of the Assistant Engineers engaged for this work arrived on the 25th of August and another is expected at an early date. The gear has not yet arrived.

Stated to have worried about his census responsibilities, Samuel Robert Chapman, 59, for 35 years relieving officer to the Taunton Union, committed suicide by taking cyanide of potassium, a packet of which, containing, a doctor said, "enough poison to kill a battalion," was found on him.

*The Chief officer of the s.s. "Busho Maru," has reported to the police that during his absence from the vessel between 9 and 10 a.m. yesterday, his cabin was entered, table clock worth 15 Yen, and a gold watch and chain with a silver coin pendant were stolen. He suspects the cargo coolies.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

MR. F. M. WELER has returned to the Colony and resumed the management of the Company's business for South China.

THE SUN LIFE ASSURANCE CO. OF CANADA.
Hongkong, September 1, 1921.

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"SANDON HALL"

having arrived, Consignees of cargo are informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of Ho's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after September 7th, will be subject to rent. All claims against the Steamer must be presented to the Underwriter on or before 14th Sept., 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE HANK LINE LIMITED.

General Agents:
Hongkong, September 1, 1921.

TO-DAY'S NEW ADVERTISEMENTS.

HONGKONG HOTEL CO., LTD.

MR. JAMES HARPER TAGGART, has been appointed MANAGING DIRECTOR of the above Company, as from 1st September, 1921.

By Order of the Board,
J. SCOTT HARSTON,
Chairman.
Hongkong, September 1, 1921.

HONGKONG HOTEL CO., LTD.

MR. HERBERT NICHOLAS BEAU-REPAIRE, has been appointed SECRETARY of the above Company, as from 1st September, 1921.

By Order of the Board,
J. SCOTT HARSTON,
Chairman.
Hongkong, September 1, 1921.

HONGKONG HOTEL CO., LTD.

MR. EDWARD WILLIAM ALDERSON, has been appointed SUB-MANAGER of the above Company, as from 1st September, 1921.

By Order of the Board,
J. SCOTT HARSTON,
Chairman.
Hongkong, September 1, 1921.

PUBLIC AUCTION

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at North Point in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot	Boundary Description	Containing in Square Feet	Annual Rent	Upset Price
1	Lot 1, North Point	1,200	\$100	\$1,200
2	Lot 2, North Point	1,200	\$100	\$1,200

PUBLIC AUCTION

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot	Boundary Description	Containing in Square Feet	Annual Rent	Upset Price
1	Lot 1, Mount Davis	1,200	\$100	\$1,200
2	Lot 2, Mount Davis	1,200	\$100	\$1,200

WISEMAN, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of the Shareholders in the above Company will be held at the Company's Office 14, Des Voeux Road, Central, Hongkong, on WEDNESDAY, 14th day of September, 1921, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 14th September, 1921, both days inclusive.

By Order,
D. S. KHARAS,
Secretary.
Hongkong, September 1, 1921.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S.S. "WEST JENA,"
From SAN FRANCISCO and LOS ANGELES.

THE Steamship

"WEST JENA"

having arrived from San Francisco & Los Angeles via ports on Sept. 1st 1921. Consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hon. Shan Godown Co., Nos. 16 & 17, Kennedy Praya, Hongkong, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 6th Sept., 1921, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 8th September, 1921, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & DIXON, INC.,
Agents for T. S. S. B.
Emergency Fleet Corporation.
Hongkong, September 1, 1921.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,

"KAMO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 7th September, 1921, will be subject to rent. Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's. representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, September 1, 1921.

"One Hour before Dawn",
said Leigh the hypnotist,
"You will kill Harrison Kirke!"

One Hour before Dawn
George Clayton dreamt that
he had committed the murder.

One Hour before Dawn
Kirke was done to death!

Whose was the guilt?

See H. B. WARNER

in
"ONE HOUR BEFORE DAWN"

TO-NIGHT AT
THE CORONE

NOTICES.

THE HAT FOR SPORTSMEN.



THE SINGLE OR DOUBLE TERRAI,
SUITABLE FOR ALL CLIMATES,
AND MOST SUITABLE FOR ALL
SPORTS. LIGHT WEIGHT YET
DURABLE, MADE FROM PURE FUR,
MAKING IT MORE LASTING THAN
AN ORDINARY FELT HAT. ALL SIZES
IN BRIM, AND IN VARIOUS SHADES.

LANE, CRAWFORD & CO.



COLUMBIA
GRAFONOLA
THE SUPREME
INSTRUMENT
OF MUSIC.

ANDERSON'S
(THE COLUMBIA SHOP)

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
9, Ice House Street, HONGKONG.

MUMEYA & SANO

NORMAL ARTIFICIAL LIGHT STUDIO.

Studio reopened at 38.40, Queen's Rd. C. (opposite Hongkong Theatre) photo taken Day and Night using 5,000 c.p. light. Film Printing and Developing undertaken. Special attention to Home portraits.
Telephone 254.

Berger Paints
Colours, Enamels, Varnishes



PREPARED PAINTS OF ALL KINDS AND COLOURS.
BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary hand mixed Red Lead.
MATRONS—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.
STRUCTURAL & ROOF PAINT—A preservative.
BERGER'S VARNISH—OAK VARNISH, BLACK JAPAN, COPAL, ETC.
LEWIS BERGER & SONS, LIMITED.
FACONS ON APPLICATION—STOCKS CARRIED.
SOLE AGENTS—
W. R. LOKLEY & CO.
MR. BERGER MADE FINE COLOURS IN LONDON IN 1763.

Do you know
that the Spring
from which gushes
Walton's Tansan
is so carefully protected
that there is no
possibility of outside
or inside contamination?

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD, CENTRAL.

Tel. No. 125.

HONGKONG.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To—Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Teoh, Oon & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE".....Sailing on or about 20th September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Since having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRIESTE".....Sailing on or about 1st August.
S.S. "TRIESTE".....Sailing in the middle of October.

FOR SHANGHAI.

S.S. "PERIA".....Sailing on or about 2nd October.
Passenger Logbooks can be issued at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to
SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing the beginning of Sept.
S.S. "UMVOST".....Sailing on or about 3rd Sept.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents

OSAKA SHOEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALASKA MARU.....Thursday, 5th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

BUSHI MARU.....Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan.

RAVALLI MARU.....Thursday, 1st Sept.

ALABAMA MARU (omit Dairen).....Tuesday, 2nd Sept.

AMUR MARU.....Wednesday, 14th Sept.

NEW ORLEANS via SUEZ.....Saturday, 3rd Sept.

HAMBURG MARU.....Thursday, 1st Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMARUSA MARU.....Tuesday, 6th Sept.

TAKAO via SWATOW & AMOY.....Thursday, 8th September.

For sailing dates and further particulars please apply to: Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO. LD. & CHINA MUTUAL S.S. CO. LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LD.)

SAILINGS FROM HONGKONG.

S.S. "ATREUS".....Via Suez Canal.....2nd September.

S.S. "CITY OF CANTON".....Via Suez Canal.....8th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG

HONGKONG & CANTON BEISS & CO., CANTON.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipyards and can accommodate any craft

of 300 tons long.

Work Office: 54, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 426.

Shipyards: 27 & 28, Kowloon, Hongkong. Telephone No. 8.

Repairs furnished on application.

Hongkong, April 1, 1915.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR HONGKONG AND BANGKOK.....To-morrow Noon.

SHANGHAI & TIENTSIN.....Sept. 4, at 10 a.m.

SWATOW & BANGKOK.....Sept. 6, at Noon.

SHANGHAI, CHEFOO, NEWCHANG.....Sept. 7, at 4 p.m.

WEIHAIWEI, CHEFOO, NEWCHANG.....Sept. 7, at 4 p.m.

SHANGHAI.....Sept. 8, at Noon.

SHANGHAI AND TIENTSIN.....Sept. 10, at 4 p.m.

HOIHOW, PAKHOI & HAIPHONG.....Sept. 13, at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

saloon accommodation and ships. Electric Fans in Saloon and Staterooms.

Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through bills of lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

Leave Hongkong. Arrive Seattle

S.S. "KEYSTONE STATE".....Sept. 10th.....Sept. 20th.

For HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE".....Sept. 10th.....Oct. 2nd.

PASSENGER & FREIGHT SERVICE.

For TRIESTE & HAMBURG.

S.S. "CROOK".....Sept. 12th.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe, Yokohama.

Through Bills of Lading issued to Overland common points Passenger and

Freight Particulars. Apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

S.S. "SCHUDACK".....Sept. 15th.

For freight space and particulars apply to:—

THE BARBER STEAMSHIP LINE, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS 5th Floor HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT.....8th Sept.

CADABETTA.....15th Sept.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES—

5th Floor, HOTEL MANSIONS. PASSENGER OFFICE

QUEEN'S B'YING, 2 ICE HOUSE ST.

Telephone 2477 & 2478.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "BORNEO MARU".....Sailing on 11th Sept.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU".....Sailing on 13th Sept.

All steamers have excellent passenger accommodations, and are fitted

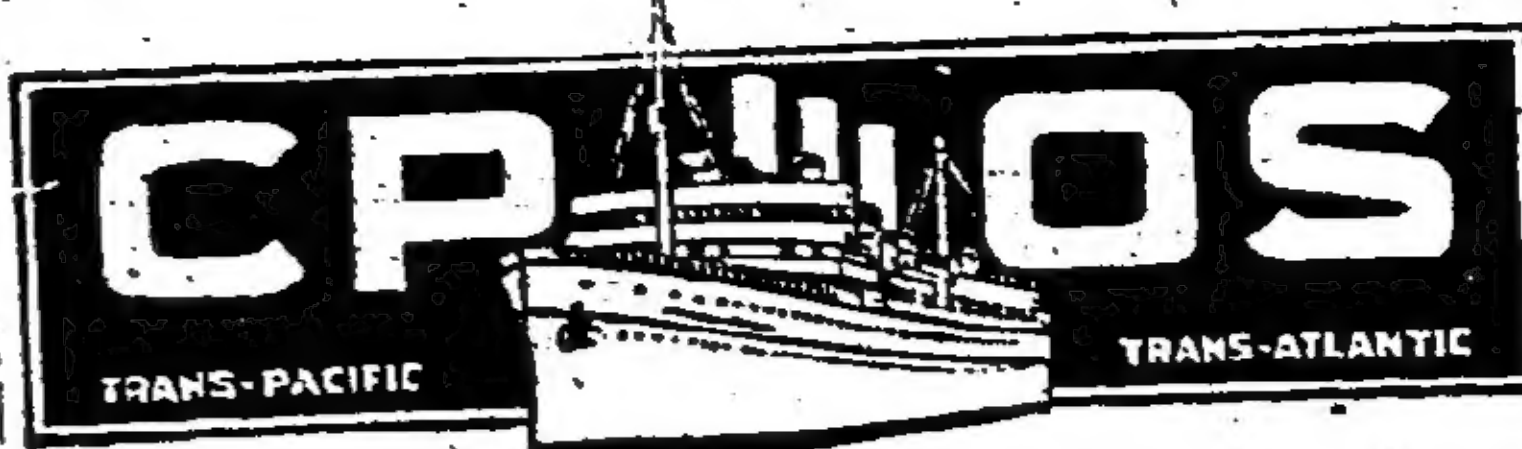
with Electric Light, Fans and Wireless Telegraphy.

For further information please apply to:—

K. SUZUKI, Manager.

Telephone No. 2205. No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAAGAKI, (Mori) No. 1 YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER FROM HONGKONG TO VANCOUVER

E. Asia Sept. 13 Oct. 3 E. France Oct. 15 Oct. 23

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 25

E. Korea Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

*Monteagle Oct. 26 Nov. 19 E. Britain Nov. 25 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

"NANKING" "NILE" "CHINA"

FAST FREIGHT AND PASSENGER STEAMERS

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept. 18th Oct. 22nd Nov. 3rd.

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

Oct. 4th Oct. 15th Nov. 13rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco in weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE: HAICHING.....Capt. A. H. Stewart.....FRIDAY, 2nd Sept., at 2 p.m.

HAICHONG.....Capt. W. Cooper.....TUESDAY, 6th Sept., at 2 p.m.

HAICHONG.....Capt. W. C. Farnham.....FRIDAY, 9th Sept., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through bills of lading from HONGKONG to BELLA,

OGADDA BAY, DUBAI (Gulf), EAST AFRICA, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to:—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

For

LONDON, ROTTERDAM AND) S.S. "SAUNDON HALL".....24th Sept.

HAMBURG.....S.S. "KENTUCKY".....3rd Oct.

LONDON, ROTTERDAM AND) S.S. "KENTUCKY".....3rd Oct.

BURG AND GLASGOW.....

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

Sept. 3—D. F. Calchas.

6—D. F. Acanthus.

7—D. F. City of Canton.

8—D. F. Ningchow.

12—D. F. Dairen.

17—D. F. Korymbos.

19—D. F. Knight Templar.

19—D. F. Dunera.

Oct. 8—D. F. Enmaeus.

12—D. F. Erymanthus.

Nov. 11—D. F. Pelus.

FROM JAPAN.

Sept. 3—N. Y. K. Katori Maru.

4—J.C.I.L. Titicaca.

4—P. & O. Kashmir.

5—D. F. Kocum.

5

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

INNSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	5,000	6th Sept.	MARSEILLE, LONDON & A'werp.
"DILWARA"	5,000	13th Sept.	SINGAPORE, COLOMBO & BOMBAY.
"KRYBER"	5,000	16th Sept.	MARSEILLE, LONDON & A'werp.
"KHIVA"	5,000	14th Oct.	MARSEILLE, LONDON & A'werp.
"KARDINIA"	5,000	22nd Oct.	MARSEILLE, LONDON & A'werp.
"KARMALA"	5,000	11th Nov.	MARSEILLE, LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	6th Sept.	Calcutta, via Singapore Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	22nd Sept.	Manila, Thursday, Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	17th Oct.	

SAILINGS TO SHANGHAI & JAPAN

"EASTERN"	4,000	3rd Sept.	Yokohama direct.
"TAKADA"	7,000	9th Sept.	Japan via Shanghai.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the
16th January, 1922, taking passengers and cargo for MARSEILLE and LONDON
calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.R.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in line of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steaming and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Hard &c., etc., apply to—
MACKINNON, MACKENZIE & CO.

22, DesVaux Road Central, HONGKONG. Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila,
Keelung, Shanghai & Japan ports.

Cargo to Overland to Japan via Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Friday	8th Sept. at 11 a.m.
KASHIWA MARU (Onit. Manila)	Tuesday	4th Oct. at 11 a.m.
SUWA MARU (Nagasaki direct)	Saturday	2nd Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

SADO MARU	Friday	2nd Sept. at 11 a.m.
KITANO MARU	Friday	16th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

MITO MARU	Monday	16th Oct.
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LIVERPOOL, GLASGOW & MARSEILLES.

LISBON MARU	Monday	3rd October.
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SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU	Tuesday	20th Sept. at 11 a.m.
MIKO MARU	Tuesday	18th Oct. at 11 a.m.

NEW YORK via PANAMA.

DAKAR MARU	Sunday	18th September.
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SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU	Monday	19th September.
KAWACHI MARU	Monday	Middle of November.

BOMBAY & COLOMBO via Singapore and Penang.

TAMBA MARU	Monday	5th Sept.
TATSURO MARU	Tuesday	20th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YEROSHI MARU	Thursday	1st Sept.
NAGATO MARU	Monday	12th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

MIKO MARU	Friday	10th Sept. at 11 a.m.
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SHANGHAI, KORE & YOKOHAMA.

RENTEN MARU	Tuesday	6th Sept.
CALCUTTA MARU	Tuesday	6th Sept.

For further information apply to—

NIPPON YUSEN KAISHA
K. H. KAMMI, Manager.

Telephone Nos. 292.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

BIG WAGES CUTS.

2,750,000 WORKERS DRAW LESS PAY FROM TO-DAY.

MANY TRADES AFFECTED.

LONDON, August 31.
For 2,750,000 workers in 55 trades September 1 means automatic wages
reductions amounting to £500,000 a week. Important cuts will also be made
in the salaries and bonuses of civil servants and postal employees which it
is estimated will save the State £10,000,000 a year while municipal employees
in all grades will also feel the pinch, reduction varying with the index
figure of the cost of living. Periodical adjustment of railwaymen's wages
will be shortly made by the central wages board, and conferences of em-
ployers and men in the shipbuilding and engineering trades will be held in
September to consider a reduction of bonuses, in addition to the wage cuts
already in operation.

QUICK FORTUNES.

CAPITALIST BOSSES SMUGGLING CHINESE INTO BRITAIN.

LONDON, August 31.
That a capitalist boss was behind the importation of Chinese into
Canada and the United Kingdom was the opinion expressed by a magistrate
at Pentridge to-day when three Chinese were charged with landing in the
United Kingdom without the permission of the immigration officer at
Liverpool. They were ordered to be detained in the custody of the second
division for a month with a view to arranging for their deportation. The
magistrate declared that a great amount of money had been given for
securing the services of Chinese on the Pacific coast and along the coasts
here, and a huge business was being done in this way in British Columbia.
Certain Chinese were making fortunes very rapidly by getting young
Chinese into England.

MEXICAN OIL LITIGATION.

IMPORTANT SUPREME COURT DECISION.

MEXICO CITY, August 31.
The Supreme Court has enjoined the department of commerce from
renouncing the rights of the Texas Company to oil lands it held prior to
May 1, 1917. It is believed that this decision sets a precedent covering
over 150 cases and raising the question of article 20 of the Mexican constitution.
The Texas Company pleaded that Government action under
article 27 would violate article 14 which stipulates that no law shall be
retrospective.

GERMAN PROPERTY IN UNITED STATES.

PROPOSED SALE TO MEET AMERICAN CLAIMS AGAINST GERMANY.

WASHINGTON, August 31.
Mr. Miller, custodian of alien property, has recommended that the funds
in his possession derived mainly from the seizure of property of Germans
during the war, should be used in settlement of American claims against
Germany amounting to \$400,000,000 principally arising through the sinking
of the "Lusitania" and other ships. It is estimated that Mr. Miller holds
more than enough to meet these claims. President Harding's attitude
towards the proposal is not known.

AUSTRALIANS PLAY SUSSEX.

COLLAPSE AVERTED AT BRIGHTON.

LONDON, August 31.
At Brighton the weather was glorious. There were 7,000 spectators.
The wicket was perfect and fast. The Australians made 209 runs. They
batted 163 minutes. Ryder and Taylor who made 40 and 72 respectively
saved the collapse. A. E. Gilligan took four wickets for 62 and Jupp four
for 41. Sussex made 121 for three.

MEDICINAL OPIUM.

A LEAGUE OF NATIONS INQUIRY.

GENEVA, August 31.
The hygiene committee of the League of Nations has decided to in-
stitute an enquiry with a view to determining the average quantity of opium
and other drugs enumerated in section three of the Opium Convention
which is necessary for medicinal and scientific needs in different countries.

GREEKS CLAIM VICTORY.

TURKS RETREAT AFTER 7-DAY BATTLE.

ATHENS, August 31.
The long official silence was broken by reports claiming a Greek victory
in a seven day battle in the Sakaria district and alleging that the Turks
have given way on the whole 36-mile front and are retreating north-east
with the Greeks closely pursuing them.

AMUNDSEN'S FE.

NORTH POLE EXPLORERS REACH SEATTLE.

LONDON, September 1.
Anxiety as regards the fate of Amundsen's expedition to the North
Pole has been relieved in Christiania by an announcement that the ex-
plorers' vessel "Maud" has reached Seattle and that all are well.

COUNTY CRICKET.

FINAL POSITIONS OF CHAMPIONSHIP LEADERS.

LONDON, August 31.
The final positions of the leaders of the county cricket championship
are Middlesex 78-84, Surrey 70-43, and Yorkshire 70-40.

MISS AMERICA WINS AGAIN.

DETROIT, August 31.
The gold cup for power boats in the speed boat regatta was awarded
to Miss America 1.

COUNT BUELOW DEAD.

BERLIN, August 31.
The death is announced of Field-Marshal Count Buelow.

NOT FIT TO FLY.

HAWKER'S DISEASED SPINE.

HOW AIR-EXPRESS PILOTS ARE
SAFEGUARDED.

At the inquest at Headon on Mr.
Harry Hawker, the Atlantic airman,
who was killed while flying a Nieu-
port-Goshawk machine with a 300-h.p.
A.B.C. Dragonfly engine, it was stated
that he suffered from tubercular
disease of the spine, and had been
advised by a doctor not to fly for
some time. The verdict was Death
by Misadventure.

Dr. Garner said Mr. Hawker called
to see him 18 months ago, but he
was out. Mr. Hawker was in such
pain with his back that he went to
see a specialist without waiting. The
specialist found he had tubercular
disease of the spine.

The coroner: Have you ever tried
to persuade him to give up flying?
I tried my utmost to get him to
submit to the specialist's recom-
mendation, but he would not.
The post-mortem examination
showed that hemorrhage had either
taken place in the air or by the shock
of landing. Dr. Garner said he found
a mass of blood on the front of the
spinal cord that had evidently col-
lected under pressure, and he thought
the blood had oozed out during life.

TOLD NOT TO FLY.
Dr. Garner said Mr. Hawker had
been receiving treatment from a
specialist, and he believed he had
been advised not to fly for some time.
His physical condition was not strong
enough for him to take risks like that.
Mr. Hawker did not realise how
serious his condition was. Hemorrhage
might have started in the air or
while he was driving his motor-cycle
from Kingston.

Dr. Garner said his theory was
that Mr. Hawker was sitting in his
seat when he struck the ground. He
was thrown forward and his chin
struck something which threw his
head back and broke his neck.

Mr. Phillip Folland, who designed
the machine that Mr. Hawker was
flying, said it was in perfect con-
dition. Mr. Hawker, he said, lived
about 10 minutes after reaching the
ground. There was no truth in a
statement that the wings of the
machine had been clipped.

The coroner recorded a verdict
that Mr. Hawker died of injuries
caused by the smashing to the ground
of the aeroplane in which he was
flying and of which he had lost con-
trol owing to his physical disability.
This, he said, amounted to a verdict
that death was due to Misadventure.

WATCHING THE PILOTS.

The medical history of every pilot
on the air-expresses is a matter of
official record and scrutiny. Before
the airman can obtain his certificate
for piloting he has to undergo the
most thorough medical examination
and pass with a completely good bill
of health.

In the last official report deal-
ing with the examination of airmen
flying on the Continental airways,
during a period of 21 months, it is
stated that no deterioration, in-
dicated as a result of constant work
on these commercial routes. Pilots
have ample periods of rest between
their flights.

THE CROWN PRINCE'S
SUITE.A QUARREL AND A RESIGNA-
TION REPORTED.

Count Kamei, a Chamberlain, who
followed the Crown Prince to Europe
as a member of his suite, was relieved
of his membership of the Prince's
suite under date of July 9, and is
now staying in London. The official
reason given is his illness, but the
Mainichi attributes his resignation
primarily to the difference of views
arising between himself and Viscount
Iriye, the Chief Chamberlain to the
Crown Prince. On the occasion of
the Crown Prince's visit to the
Henley aerodrome, Count Kamei,
accepting the invitation of the local
British authorities, flew over London
in one of the machines. This greatly
displeased Viscount Iriye, who is
said to be a man of confirmed con-
servative views, who reproached the
Count for what he regarded as an
imprudent act, which might have
involved his life. This gave rise
to a sharp discussion between the
two, and since that time the Count
has never been satisfied. A slight
cold which he contracted gave him
the excuse for tendering his resigna-
tion of his membership of the Crown
Prince's suite. This rumour is, how-
ever, denied by Mr. Otani, the Direc-
tor of the General Affairs Section of
the Imperial Household Department.
A certain Imperial Household
official quoted by the Mainichi, thinks
that the story sounds very probable,
as collision of opinions between the
two sections of the members of the
Crown Prince's suite, conservative
and progressive, have been of not
infrequent occurrence.

RHEUMATISM.

HAVE you ever tried Chamberlain's
Pain-Expeller for rheumatism? If
not, you are wasting time, as the longer
this disease runs on the harder it is to
cure. Get a bottle to-day, apply it with
a vigorous massage to the affected parts
and you will be surprised and delighted
at the relief obtained. For sale by all
Chemists and Storekeepers.

SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD

To LOS ANGELES & SAN FRANCISCO
(Via SHANGHAI, JAPAN & HONOLULU.)
"West Java" 4th September.

To SINGAPORE & JAVA
"West Calera" 6th September.

To VANCOUVER AND SEATTLE
(Via SHANGHAI & JAPAN.)

"West Canon" 21st September.
Also, cargo accepted for Transshipment at San Francisco
and/or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK,
BALTIMORE, PHILADELPHIA,
NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE—1st floor Power's Building, 12, The Arcade, Tel. 3008.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVES HONGKONG
TENYO MARU	12,000	Sept. 9th.
KOREA MARU	12,000	Sept. 19th.
SHINYO MARU	12,000	Oct. 2nd.
PERSEA MARU	12,000	Oct. 16th at 10.30 a.m.
TAIYO MARU	12,000	Oct. 29th.
FIBERIA MARU	20,000	Nov. 16th.

*Calling at Keelung.

† Calling at Dairen and omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.
THROUGH BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVES HONGKONG
GINYO MARU	15,500	Sept. 2nd.
ANYO MARU	15,700	Sept. 25th.

For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 274 & 275
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TENYO MARU,"

From SAN FRANCISCO, via HONO-
LULU, JAPAN PORTS &
SHANGHAI.

The above named Steamer having
arrived on Wednesday, the 31st August,
1921, consignees of cargo are hereby notified
to present their Bills of Lading for
counter-signature, and take immediate
delivery from alongside steamer or the
Company's Godown, where all cargo
impeding immediate discharge will be
landed at consignees' risk.

Storage will be assessed on cargo
remaining undelivered after Wednes-
day, the 7th September.
All broken, chafed and damaged pack-
ages will be landed into the Company's
Godown, where same will be examined on
Thursday, the 2nd September, at 11 a.m.
No claims will be recognised after
goods have left the steamer or Godown,
and none will be entertained if presented
later than three weeks after arrival
of steamer.
No Fire Insurance whatever will be
affected.

Y. TSUTSUMI,
Manager.

Hongkong, August 31, 1921.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"GINYO MARU,"

From JAPAN PORTS & MANILA.

The above named Steamer having
arrived on Wednesday, the 31st August,
1921, consignees of cargo are hereby
notified to present their Bills of Lading
for counter-signature, and take im-
mediate delivery from alongside
steamer or the Company's Godown,
where all cargo impeding immediate
discharge will be landed at consignees'
risk.

Storage will be assessed on cargo
remaining undelivered after Wednesday,
the 7th September.

All broken, chafed and damaged
packages will be landed into the Com-
pany's Godown, where same will be
examined on Thursday 8th Septem-
ber, 1921, at 11 a.m.
No claims will be recognised after
goods have left the Steamer or Godown,
and none will be entertained if pre-
sented later than three weeks after arrival
of steamer.

No Fire Insurance whatever will be
affected.

Y. TSUTSUMI,
Manager.

Hongkong, August 31, 1921.

A GOOD SUGGESTION.

Dr. Chamberlain's "Pain-Expeller" when
applied to the back of the head, is cer-
tain to be much pleased with the
effect. They are easy to use and pleasant in
effect. For sale by all Chemists and
Storekeepers.

OUR FINANCES.

WHERE THE MONEY GOES.

TODAY'S LEGISLATIVE COUNCIL VOTES.

Included in the 27 financial minutes recommended by H. E. the Governor at this afternoon's meeting of the Legislative Council were the following big sums:—\$68,000 on account of the Police Department (special expenditure, purchase of steam launch "Shun Lee" and building of a new harbour launch); \$50,000 for miscellaneous services; \$37,000 for different P.W.D. Works; \$30,000 for police clothing and accoutrements; \$30,000 for police passages and bonuses in lieu of passages; \$30,000 for the erection of a temporary school near Gap Road; and \$28,350 for the Canton-Kowloon Railway. The minutes are given below:—

\$2,000 on account of Royal Observatory, special expenditure, instruments for upper air research.
\$10,700 on account of Public Works, extraordinary, Hongkong, buildings, conversion of the old cinema shed at Wanchai into a fire brigade sub-station.
\$400 in aid of the vote Royal Observatory, laboratory expenses.
\$650 in aid of the vote Medical Department, B—Hospitals and asylums, other charges, upkeep of X-ray apparatus.
\$1,000 in aid of the vote Governor, other charges, furniture.
\$50 in aid of the vote Kowloon-Canton Railway, special expenditure, additional hydrants and main for Kowloon Station.
\$1,408 in aid of the vote Public Works, extraordinary, Hongkong, miscellaneous, (32) motor-vehicle and motor-bicycle in connection with maintenance of roads.
\$37,800 in aid of the following votes:—

Public Works, recurrent, water works:—
(20) Maintenance of Shau-kiwan, \$ 800.00
(22) Water account (meters, etc.), 6,000.00
Miscellaneous:—
(34) Typhoon and rain-storm damages, 6,000.00
Extraordinary, water works:—
(38) Additional rising main to the Peak, 25,000.00

Total.....\$ 37,800.00

\$10,000 in aid of the vote Public Works, extraordinary, Hongkong, miscellaneous, (24) Apichau, Reclamation Scheme.
\$5,500 in aid of the vote Public Works, recurrent, Hongkong, miscellaneous, (19) Dredging Foreborders.
\$100 in aid of the vote Attorney General's Office, other charges, incidental expenses.
\$170 in aid of the vote Treasury, special expenditure, furniture.
\$28,350 in aid of the following votes:—

Kowloon-Canton Railway—
Locomotive, carriage, and wagon expenses, other charges:—
Coal, \$1 2,600.00
Loading Coal, 350.00

Total.....\$ 28,350.00

\$68,000 on account of Police Department, A—Special Expenditure, purchase of steam launch "Shun Lee," and building of a new harbour launch.
\$13,400 in aid of the following votes:—

Public Works, extraordinary, New Territories, drainage:—
(78) Training nullahs: (b) general works, \$ 9,700.00
(79) Miscellaneous drainage works: (a) Kowloon City Reclamation sewerage scheme 3,700.00

Total.....\$13,400.00

\$130, in aid of the vote Colonial Secretary's Office, special expenditure, document presses.
\$7,500 on account of miscellaneous Services, in aid of expenses incurred by the promoters of the South of the Island Development Scheme.
\$2,000 in aid of the vote Sanitary Department, special expenditure, exhumation at Kai Lung Wan Cemetery.
\$30,000 on account of Public Works, extraordinary, Hongkong, Buildings, Proposed erection of a temporary school near Gap Road.
\$1,600 in aid of the vote Public Works, establishment, other charges, incidental expenses.

WRECK OF THE "PERLIS."

FULL DETAILS.

VESSEL FOUNDERS IN A STORM.

Penang, August 22—A message has been received by the Eastern Shipping Company stating that seven of the crew and the captain of the wrecked "Perlis" have been picked up in a boat near Parabara.

A later message says a Chinese passenger has also been saved. These with the six survivors brought by the "Lian Choo" on Saturday, make the total of saved fifteen. Thirty-three are missing.

Several of the Company's ships have been instructed to search the surrounding islands for survivors.

The "Perlis" left Trang on Wednesday at 10.55 a.m. with a crew of 37 and eleven deck passengers, nearly all Malays. The weather was stormy and squally with heavy seas.

At 2.15 the vessel began to take in water. The captain saw the ship was doomed and ordered the issue of lifebelts and lowering of boats. These, except the lifeboat, became waterlogged. Everyone got clear of the vessel which foundered about 3 p.m. The captain made for the lifeboat to which several people were clinging. One of the crew reached Pulo Pisang at 11 at night. Next morning four others came ashore. On Friday morning a Chinese sailor reached the island in an exhausted condition. At 7 p.m. the "Lian Choo" was sighted and they succeeded in attracting her attention.

TYPHOON WARNING.

The telegram quoted below was received by the local American Consulate General from the Manila Observatory.

3.00 p.m. August 31.
Cyclone or typhoon over N. China Sea developing.

On July 22 notes of the Binque Indo China to the value of \$500,000 were stolen from the Amiral Fourichon in Saigon harbour. They were part of a consignment of unissued notes for Haiphong, and naturally the thieves had no chance. Within an hour or so some of the notes were presented at the Saigon office of the Bank to be changed into smaller denominations—they were all notes of \$100. The cashier recognised that they were part of a series totalling two millions and a half then arriving from France and not yet issued; and he promptly sent for the police. By the end of the month most of those concerned were under arrest.

\$60,000 in aid of the following votes:—
A—Police, Other Charges:—
Clothing and Accoutrements, \$30,000.00
Passages and Bonuses in lieu of passages, 30,000.00

Total.....\$60,000.00

\$750 in aid of the vote miscellaneous Services, other miscellaneous services.
\$2,400 on account of the vote B—Fire Brigade, special expenditure, motor cars.
\$4,000 on account of the vote C—Fire Brigade, special expenditure, electric plant and searchlight for No. 1 fire boat.
\$3,300 in aid of the following votes:—

Medical Department, other charges:—
Bedding and clothing \$1,600.00
Cleansing materials 350.00
Furniture and repairs 650.00
Lunatic Asylum, other charges, bedding and clothing 350.00
Victoria Hospital, other charges, bedding and clothing 350.00

Total.....\$3,300.00

\$1,000 in aid of the vote Public Works, extraordinary, Kowloon, miscellaneous, (61) Chinese cemeteries: Laying out new areas.
\$50,000 in aid of the vote miscellaneous Services, other miscellaneous services.

SHIPPING.

SHIPBUILDING SLUMP.

WORST PERIOD FOR FORTY YEARS.

With the extension of unemployment insurance to cover practically all classes of workers, both manual and non-manual, the official figures published by the Minister of Labour each month in the *Labour Gazette* now provide a very true reflex of the state of employment in the United Kingdom.

The position which the figures disclose at the end of May is most alarming, and shows that the percentage of unemployment has now reached unprecedented proportions. To find anything approaching the position of affairs which now exists one has to go back as far as the year 1879, when it was only 11.4 per cent. The number of persons now insured under the Unemployment Insurance Act is about 12 millions, and the number registered as totally unemployed at the end of May reached the huge total of 2,109,654 or 17.6 unemployed, as compared with 15 per cent. at the end of March, 1921. The corresponding percentage for May, 1920 was 2.68 per cent., so that unemployment is now nearly seven times greater than it was a year ago. The official figures as at 10th June, just published, show that the numbers of unemployed are still increasing.

An examination of the figures relating to the three iron and steel industries—shipbuilding and ship-repairing, marine and general engineering, and boiler-making, and iron and steel manufacture—shows that the state of affairs is much worse than the general overhead percentage. These three industries which are closely connected and interdependent, are at the present time suffering a period of acute depression, the like of which has not been experienced since the years immediately after the Franco-Prussian War in the seventies.

Official information relating to employment in the iron and steel industry, which supplies so much of the raw material for shipbuilding, is given in the joint memorandum on the present position of that industry, prepared by the National Federation of Iron and Steel Manufacturers, representing the employers, and the Iron and Steel Confederation, representing the workmen, which was presented to Mr. Lloyd George recently.

It states that compared with a year ago the number employed at the end of April had fallen by 75.3 per cent., with disastrous results upon the economic position of the workpeople and the employers.

Combined figures regarding trade union membership for the shipbuilding and engineering trades show the position at May, 1921, to be as follows:—

Total number of members, 541,610, of which 159,030 were unemployed, equal to a percentage unemployed of 29.4 per cent.

When these figures are contrasted with the corresponding figures for May, 1920, the full extent of the slump which has come upon these industries can be appreciated. In May, 1920, there were only 8,963 men unemployed, or a percentage of 1.7. The number of men unemployed has, therefore, increased by over 150,000, or, in other words, for every man unemployed in the industry a year ago there are now 18.

The percentage is now almost twice the highest figure recorded in these two industries since 1871, the highest previous figure being 15.3 per cent. in the year 1879.

Unemployment among the members of the Amalgamated Engineering Union may be regarded as a very fair guide to the extent of unemployment in the engineering industry alone, and here the official figures issued by the union show that at the end of May, 1921, they had 112,319 members unemployed, or equivalent to almost 30.5 per cent. of their membership, as compared with only 4,442 men unemployed in May, 1920, or 25 men unemployed for each one unemployed a year ago. The highest previous percentage of unemployed for the Amalgamated Engineers was in 1879, when it reached 10.6 on the average, so that with this union the percentage unemployed at present is three times as high as it has been at any time since 1871.

Similarly, the unemployment figures of the Boilermakers' Society may be said to indicate the position of the shipbuilding and ship-repairing industry separately, and their figures for unemployment are 35,082, or equal to a percentage unemployed of 33.11. The corresponding figures for May 1920, were 3,454 unemployed, and a percentage of 3.26, so that their unemployment is ten times as much as it was a year ago. Taking the percentages recorded for the last 50 years, according to the Board of Trade figures, the Boilermakers' highest previous percentage was 22.7 during the memorable slump period in 1908.

The Ministry of Labour also gives details by districts in regard to the number of unemployment books and out-of-work donation policies remaining lodged at the Labour Exchanges at the end of May, and in the shipbuilding trades, Yorkshire division, has the highest percentage of unemployment, viz., 53.91, Wales being next with 49.85, London 51.11, North-East Coast 39.33, and Scotland 28.47. The lowest percentage of unemployment is recorded for the South-East counties at 16.52, but in these districts there is not a very large number of men employed as compared with the big shipbuilding centres. The figures for Ireland are better than any of the other big centres at 27.7 per cent.

The foregoing figures taken from official Government sources or from trade union data, confirm up to the hilt the statements of the shipbuilding and engineering employers regarding the lack of orders, and the necessity for securing greatly reduced labour costs before any improvement in employment is to be looked for, or buyers encouraged to place orders which will absorb at least a few of the huge number of men, now seeking work. The numbers of unemployed are no doubt swelled temporarily as a result of dismissals and suspensions due to the disastrous coal strike, and the shipyard joiners' strike, but when these two strikes are terminated it is likely that it will be many months before the shipbuilding, engineering, and iron and steel industries resume activities even on a seriously curtailed scale. The damage has been done: the buyers' confidence has been shaken, and the slump having intervened with a consequent downward tendency, both in regard to wages and materials, buyers are likely to hold off until they think costs of production have reached an economic limit from their point of view.

AN INTERNATIONAL CODE FOR SEAMEN.

SOME QUANT OLD LAWS.

At the second session of the International Labour Conference at Geneva last summer it was decided that the International Labour Office should undertake investigations in order to establish an international seamen's code. The same session also adopted a recommendation that each of the members of the International Labour Organisation should embody in a seamen's code all its laws and regulations relating to seamen. In order to facilitate the accomplishment of these two tasks the International Labour Office has prepared and published a volume entitled, "The International Seamen's Code" (International Labour Office, Geneva, 2s. 6d.), which gives a comprehensive history of the steps which led to the proposals and of the course to be followed.

Unlike workers in many other fields, it is pointed out, seamen must often do their work in remote countries, in each of which it may be necessary for them to know something of the law as to their relations with their employers and their fellows. Even when not in other countries, much of the seamen's work must be done on the world's highway, far removed from the usual reach of public authorities.

Moreover, on the ships of most countries the seamen are frequently of many nationalities. It is not unusual that the seamen on a ship neither speak the language of the ship's country nor understand its laws. Seamen form what is, indeed, an international community, and as such they have many relations on which it would greatly redound to their advantage to have applied to them a uniform law whatever flag the vessel in which they work. Such a uniform law can be secured only through common international action.

It is obviously impossible to attack at once the whole field which will eventually be covered. Such a code would have to grow gradually as uniformity is reached in different parts of the subject, and it is therefore proposed that as a preliminary measure, the drafting of an international code of seamen's articles of agreement should be taken in hand.

The International Labour Office now asks the Governments of the different States to inform it what measures have been taken for the establishment of a national code, and what suggestions they wish to make in connection with the inquiry into articles of agreement.

An appendix contains some interesting notes on early maritime codes. Some of the rules contained in these codes sound strange to modern ears. For instance, in the "Ordinances of Trani" (quoted in "The Black Book of the Admiralty") only four causes of justifiable dismissal are recognised—blasphemy against God (which would, no doubt, bring divine vengeance on the ship), quarrelling, theft and excess. "No master," say these ordinances, "may beat a mariner, but the mariner ought to escape and pass from the bow to the chain of the rowers and ought to say: 'In the name of my Lord do not touch me, three times, and if the master should pass the chain in order to beat him, the mariner ought to defend himself, and if the mariner kills the master, he is not to be banished on that account.'"

The medieval seaman was allowed only one meal a day if he had "drinks coming and going," and was forbidden under severe penalties to undress except when the ship was in winter quarters. On the whole, the medieval seaman enjoyed a fair measure of protection as against employers in all countries. International protection for the seaman, indeed, is by no means a development of the twentieth century, but can be traced back as far as the oldest of medieval codes.

NEED OF WIRELESS.

THE FORCE OF PUBLIC OPINION.

The typhoon has not failed to produce another example of the imperative need of wireless on all ships. Captain W. E. Kent writes from on board the R.M.S. "Empress of Russia": "I have been in the recent typhoon and last night (Saturday) down the coast I met a steamer who asked by Morse lamp where the typhoon was. After we had told him, he came back with the remark that he wished he had wireless. She was a fine coast boat and, of course, should be fitted. We were lying to at the time waiting for the storm to pass which was between us and Shanghai, otherwise we could not have given him the weather report by Morse lamp; there would not have been time." Our readers will not have forgotten Captain Kent's letter on the wreck of the "Hong Moh" on the Lamockes last April, when the vessel standing by her could only signal to passing ships by means of Morse lamps for help, and was ultimately compelled to leave her in order to get proper assistance. As we pointed out in commenting on that letter, the number of ships travelling up and down the China coast has usually been sufficient to bring help within a few hours where a wreck actually occurs. But this fact, which is but a slender hope at best, breaks down altogether in respect of a typhoon, where the whole essence of safety lies in getting information well ahead. Under conditions prevailing in the Far East, there is no means of compelling shipowners to install wireless on all their ships, but the force of public opinion must ultimately force them to do so and every fresh instance of a ship not having wireless and finding herself badly in need of it is to be emphasized accordingly.—*N. C. Daily News.*

SHIPBUILDING IN JAPAN.

Japan's shipbuilding trade to-day is but the shadow of its former self. Especially since the current year have new orders diminished while even previous agreements have been cancelled, says the *Japan Chronicle*. The dockyards, which totalled six in 1913, increased to fifty-seven during the war, but have now decreased to twenty-six. There were a hundred and fifty-seven ships building during

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HONGKONG.

GENERAL NOTES.

the war, but the total now comes to only eighty-seven. A similar tendency is visible in the number of workers. At one time there were as many as a hundred thousand workers while at present forty-two thousand are still surviving. With the future strengthening of yards, further dismissals of employees will be inevitable. Since this year, the Uchida and Toba Shipbuilding Yards have closed their doors. Even well-established yards for want of shipbuilding orders have been constructing bridges, and shipbuilding would be at a discount altogether but for Japan's naval expansion. It is remarkable however, that new tonnage keeps up pretty well owing to the few ships built being of large size. During the days of the economic boom, the majority of the ships under construction were freighters because shipowners were very solicitous of obtaining bottoms to carry cargoes. Over ten of the ships now under construction, however, are either genuine passenger ships or passenger and cargo ships. Launchings of over 100 tons during the first half of this year stood at 20 vessels aggregating 144,200 tons, compared with 60 vessels of 283,755 tons in the corresponding period of last year.

The German steamer "Flint" is laying two and a quarter million meters of cable between Macassar and Donggala in Menado.

Ninety-seven vessels called at Belawan during July. Of this total 11 were Dutch, 62 Netherlands Indian, 22 English and two Japanese.

The Japanese Consulate-General at Shanghai has received an official telegram from the authorities in Tsingtao to the effect that quarantine is to be imposed on all vessels arriving at that port from Shanghai on and after August 23.

The Indo-China steamer "Chang-wo," flying a very large red ensign, was heavily fired on below Singti from the north bank of the Yangtze, last week. A Chinese was killed and some Chinese were wounded, while the hull was pierced. The "Shanien" was also fired on, but no damage was done.

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LOCAL WATER SUPPLY.

FLUSHING SYSTEM
CONSIDERED.

COMMITTEE'S REPORT.

The report of the committee appointed to consider the feasibility of extending the system of water carriage in the Colony by pumping up salt water from the harbour and the provision of suitable pipes for that purpose, was tabled at this afternoon's meeting of the Legislative Council. The Committee, Messrs. T. L. Perkins (Chairman), L. Gibbs, R. M. Henderson, and C. E. Warren, decided that the Chinese quarters of Hongkong and Kowloon need not be considered, until the water carriage system, if it were decided to extend it, had been tried in the other areas. Their decision was based on the following reasons:

(a) That the areas in question were mainly taken up by Chinese tenement houses whose occupants would not be likely to appreciate it.
(b) That drains and closets in these districts would be liable to become blocked.

(c) That the collection of fecal matter from these districts is the most valuable and the least expensive, most of the present revenue being obtained from them.

The Committee have arrived at the following conclusions:
To pump salt water for an extension of the water carriage system to the Peak, Middle Levels and Kowloon Point is feasible and would be an advantage from a sanitary point of view. It would not, however, be economical to do so while fresh water can be spared and can be supplied at a less cost.

The cost per 1,000 gallons, including interest on capital and the cost of pumping where necessary, but not including depreciation and general maintenance charges, which would be about the same in all cases, is approximately as follows:

Salt water pumped to the Peak \$3.33, to the Middle Levels \$1.25 and to Kowloon Point \$0.30.

Fresh water supplied to the Peak \$0.76, to the Middle Levels \$0.53 and to Kowloon Point \$0.17. See Mr. Gibbs's reports Annexes 12 and 13.

An addition for pumping from the City has been made in the case of the Peak and Middle Levels.

HONGKONG'S WATER SUPPLY.

The City and Peak water supply has about reached the limit of its capacity. In such a dry period as that experienced during 1914-1916 were to recur there would be scarcity. The present supply (1920) is fully 7 millions a day. The water required for the proposed water carriage services to the Peak and Middle Levels amounts to 5½ and 22 million gallons a year, respectively. One inch of water on an acre amounts to 22,000 gallons. In the driest recorded year at least 20 inches of rain can be collected in Hongkong, so that the above amounts can be collected respectively from 12 and 50 acres. The present gathering ground of the City and Hill District Water Works amounts to 2,561 acres. There is however an area of about 2,600 acres in the neighbourhood of Taitan which is available for catchwatering and which may be reckoned on to increase the supply (without further reservoirs) from its present figure of 7 millions to 10 millions a day. A catchwater to intercept the water from about 300 acres of the above 2,000 acres at a cost of \$70,000 is now in contemplation; this will provide an additional supply of at least 130 million gallons a year and will take no longer to carry out than the works necessary for supplying at a much greater cost (\$417,000) 27 million gallons of salt water a year.

PEAK DISTRICT.

The sanitary advantage to the Peak owing to its scattered location and the long carry for fecal matter, is so great and the amount of water required is so small that a public water carriage system using fresh water might with advantage be adopted there as soon as the necessary additions to the Peak pumping plant, now on order, are installed.

MIDDLE LEVELS.

In the Middle Levels the amount of water required is a more serious

OBITUARY.

MRS. C. BONE.

There must have been many old residents of South China who received with great regret the announcement of the death at home of Mrs. Bone, wife of the Rev. Charles Bone. A native of Grimsby, she arrived in China in 1882, her husband being at that time stationed at Canton. About 1896 Mr. Bone was removed to Hongkong, and then commenced the work in connection with the Wanchai Wesleyan Church with which her name is chiefly associated. She always had a close interest in the men in H. M. Services, and she contributed much labour to the building up of the work centring round the Sailors' and Soldiers' Home. There are also many others in all walks of life who have grateful memories of the hospitality which the Morrison Hill House offered, especially to new arrivals in the Colony. Perhaps only a few can realise how by her plodding, business-like efforts and unflinching kindness she took a scarcely apparent but really most important part in her husband's work, both in his ministerial charge at Hongkong and his wider duties as General Superintendent of the Wesleyan Missionary work in South China. For public life in the common meaning of the term she had no liking whatever, but many movements in the Colony sought and obtained her assistance in less prominent positions. In 1915 she removed with her husband to England. We believe no information as to the cause of death has yet been received in the Colony. At present her three married daughters are all in England, two on leave from Hongkong and one from West Africa. The only surviving son is with Messrs. Butterfield and Swire in Shanghai, the younger son having been killed in the war. Much sympathy will be felt with the husband and family in the loss they have sustained.

matter and the sanitary advantage less, and it seems that a public water carriage system using fresh water should remain in abeyance there till an adequate extension of the Taitan gathering ground has been put in hand.

The Kowloon Works will produce 1.7 million gallons a day in the driest recorded year and can be considerably extended at a comparatively small cost. The present supply is about 1.3 million gallons a day. The water supply in Kowloon is therefore still fairly ahead of present requirements, but in view of the rapid growth of the district a water carriage system using fresh water should not be installed until extensions of the present Water Works are put in hand.

GENERAL.

The time may come when the limit of the fresh water resources of the Colony has been so nearly reached that it will be more economical to obtain a supply of salt water than to obtain an equal additional supply of fresh water, but it does not appear that that time has yet arrived, and no works which may be carried out now for the use of fresh water will in any way interfere with the use of salt water when its use is found to be more economical.

Some alterations to the sewerage system in each of the three districts will be desirable. After perusing the six reports received from Mr. Newhouse, we have come to the following conclusions:

(a) The drainage of the Peak District should be diverted to an outfall on the South side of the Island.

(b) The drainage of the Middle Levels should be diverted to an outfall in the Sulphur Channel.

(c) All sewage on the Western side of Kowloon Peninsula should be diverted to outfalls at Kowloon Point and North of the Cosmopolitan Dock.

It is suggested that the cost of this should be met by an additional rate in the districts concerned, each district being first given the option to decide by vote whether or no it will adopt a water carriage system with a public water supply.

As our recommendations do not involve the supply of salt water, the question of "the provision of suitable pipes" does not arise.

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"GLAUCUS" 4th Oct. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

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"NINGCHOW" 10th Sept. Genoa, Marseilles & Liverpool
"TELEUS" 5th Oct. Havre & Liverpool
"EUMAEUS" 7th Oct. Genoa, Marseilles & Liverpool
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"TALHYBIUS" 14th Sept. Victoria, Seattle and Vancouver
"TYNDAROS" 5th Oct.
"PROTESILAUS" 2nd Nov.

NEW YORK SERVICE

(via Suez or Panama) 2nd Sept. via Suez

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It is forbidden to send by post Opium, Morphine, Cocaine and other Narcotics except in parcels accompanied by a permit to export signed by the Superintendent of Imports and Exports.

The following regulations which have been made between the Post Offices of the United Kingdom and this Colony for the disposal of Undeliverable Parcels and which will be enforced on the 1st September 1921, are published for general information:

The Sender of a parcel may request at the time of posting that, if a parcel cannot be delivered, it may be either (a) treated as abandoned, or (b) returned for delivery at a second address in the country of destination. No other alternative is admissible. If the sender avails himself of this facility his request must be written on the parcel and must be in the following forms:-
If this parcel is undeliverable to the addressee, it should be:
(a) considered as abandoned
(b) returned for delivery to:-

(The alternative not required should be struck out.)
In the absence of a definite request for abandonment a parcel which is undeliverable at the original address or at the alternative address (if one is furnished) will at the expiration of 15 days from date of its receipt in the United Kingdom or 31 days in this Colony (except in the case of a "Poste Restante" parcel) be returned to the sender without previous notification and at his expense.

A parcel received in the Colony addressed to care of "Post Office" or "Poste Restante" will be retained for a period of 3 months before being treated as undeliverable or abandoned. Such a parcel will be liable to demurrage charge as laid down in para 115 of the Hongkong Postal Guide.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From THURSDAY, SEPTEMBER 1.
EUROPE via Suez (Letters and Newspapers, London 2nd July)
Shanghai 2nd July
Japan and Shanghai 2nd July
Australia, New Zealand and Manila 2nd July
LONDON (Parcels only 2nd July)
Japan and Shanghai 2nd July
Shanghai 2nd July

FRIDAY, SEPTEMBER 2.
Australia, New Zealand and Manila 2nd July
LONDON (Parcels only 2nd July)
Japan and Shanghai 2nd July
Shanghai 2nd July

SATURDAY, SEPTEMBER 3.
Shanghai 3rd Sept.
Straits 3rd Sept.
Japan 3rd Sept.

SUNDAY, SEPTEMBER 4.
Straits 4th Sept.
Japan 4th Sept.

OUTWARD MAILS.

For THURSDAY, SEPTEMBER 1.
Samsui and Wuchow 4 p.m.
Samsui, Hongkong and North China 5 p.m.
Hobow and Haiphong 5 p.m.

FRIDAY, SEPTEMBER 2.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

SATURDAY, SEPTEMBER 3.
Shanghai, North China, Japan, Honolulu, Canada, United States, Central & South America, & EUROPE via SAMSUI. Registration 8.45 a.m.
Letters 9.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

SUNDAY, SEPTEMBER 4.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

MONDAY, SEPTEMBER 5.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

TUESDAY, SEPTEMBER 6.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

WEDNESDAY, SEPTEMBER 7.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

THURSDAY, SEPTEMBER 8.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

FRIDAY, SEPTEMBER 9.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

SATURDAY, SEPTEMBER 10.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSHALLS. Registration 8.45 a.m.
Letters 9.30 a.m.
Shanghai and North China 10 a.m.
Samsui, Hongkong and North China 10 a.m.

LOCAL AQUATICS.

TO-MORROW NIGHT'S FETE.

INTERPORT TEST EVENTS.

A fine programme has been arranged for to-morrow's night aquatic fete at the Victoria Recreation Club, and given favourable weather conditions, a large crowd of spectators can be expected. In view of the popularity of the previous fete, when accommodation was heavily taxed, the Club has erected extra seating accommodation for a hundred more spectators on the Naval Yard side of the bath.

The principal items on the programme will be Interport test events in which swimmers from the Chinese Y.M.C.A., have been invited to participate. Amongst them, the most interesting will be a team race open to Hong, Clubs and Army and Navy units. Already the following teams have entered for this event, viz., Chinese Y.M.C.A., R.G.A., Navy, Kowloon Docks, U.A.C. and V.R.C. A team from the Club Lusitano will probably also compete. The other Interport events are the two lengths race and the water polo. Ladies and children's events and an amusing Nomination race fill the rest of the programme.

INTERPORT PROSPECTS.

In connection with the Interport, Mr. R. C. Wicheff, the Hon. Secretary of the V.R.C. told a *China Mail* reporter that it is not intended to make the contest an individual Club affair, but a struggle in which the best in Hongkong will be pitted against Shanghai. With this in view, Mr. Wicheff will welcome any man in the Colony who fancies himself at anything between 55 and 880 yards, and is willing to take a place in the team if selected. Names should be sent in to the V.R.C. as soon as possible so that arrangements can be made for a trial with view to selection. In the 50 yards race, J. R. Johnstone, the Colony's champion, of course, is relied upon, but as points for places also count towards Interport honours any man who can cover the distance in 29 seconds or under will be a great asset to the team. Mr. Wicheff has already tried out two Chinese youths from the Y.M.C.A. at this distance, and reports them to be very good, covering the distance in 27.43 and 28 seconds respectively. This performance is considered creditable in view of the fact that the times were made in practice only.

WATER POLO LEAGUE.

The Water Polo League is in full swing and during this month a series of interesting matches will be played at the V.R.C. Although all the matches which have been played so far have been well attended, it is perhaps not generally known that ladies are admitted to these matches at a nominal fee of 25 cents. Non-members of the Club can also attend, a small charge of 50 cents being made for civilians and 25 cents for service men. These charges have been made necessary as there are always numerous petty expenses to be met in connection with the running of a league, such as the supplying of new balls, caps, and gold and silver shields for the winners and runners-up, all of which have to be defrayed by the Association.

Before long a large force of health inspectors will be placed on duty at various street corners in Canton to see that everything is kept in sanitary order.

To-morrow's 5.15 p.m., performance at the World Theatre will be the last opportunity that patrons of the World Theatre will have of seeing the wonderful Dempsey-Carpentier fight.

Before Magistrate Lindell this morning, a Eurasian named H. de Cruz was charged with begging for alms and with vagrancy. He said that he was a native of Singapore. He was brought to Swatow by a Chinese friend, failing to find work there, he had come to Hongkong, and was equally luckless here. The Magistrate ordered the defendant to be confined to the House of Detention until such time as arrangement could be made for his return to Singapore.

A regulation made by the Governor and tabled at this afternoon's meeting of the Legislative Council provides that the master of every launch or motor boat when conveying passengers shall be responsible for the safe passage of such launch or motor boat and shall permit any passenger travelling on such launch or motor boat not being a ferry to disembark at any place where such passenger can lawfully disembark without risk when requested by such passenger to do so.

ENTERTAINMENTS.

THE CORONET

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TO-DAY, at 2.30, 5.15 & 9.15

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DEMPESEY CARPENTIER

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MATINEES at 5.15 p.m.

TUESDAY & WEDNESDAY,

DEMPESEY v CARPENTIER FIGHT.

THURSDAY - "VANISHING TRAILS," 6 & 7 Episodes.

7.15 p.m. Tuesday to Thursday:-

"VANISHING DAGGER," 3 & 4 Episodes.

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A TENANCY TANGLE.

LANDLORD DOUBLES RENT.

In a Rents' Ordinance case heard before the Puisse Judge (Mr. J. R. Wood) in the Summary Court yesterday afternoon, a landlord sought to enforce the removal of his tenant on the ground that the premises had been let to another firm and that he was under a legal obligation to the intending tenants. It appeared that notice of his intention to quit had been given by the present tenant but he had remained in possession because when the Rents' Ordinance came into force the tenant of the premises to which he had intended moving did not vacate. Appearing to resist the application on behalf of the tenant Mr. F. D. Nash argued that the contract between the landlord and the intending tenants was not an enforceable one but His Honour held that an order must be made for possession. In asking for three months' suspension on the ground of hardship Mr. Nash mentioned that the tenants had given notice

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In the first instance because the enormous increase in rent of 100 per cent. had been demanded.

His Honour gave judgment for the plaintiff with costs but directed that the order for possession should be suspended for one month. Mr. M. K. Lo appeared to support the landlord's claim.

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